

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10-10-42 When handed in at Local Office 19 OCT 1942 Port of LONDON

No. in Book 71366 Survey held at LONDON Date, First Survey 15th Sept. Last Survey 9th October 1942 (No. of Visits 15)

TONNAGE: GROSS 3878 ON THE WOOD, IRON OR STEEL S.S. CERINTHUS Built at Newcastle By whom Hawthorn Leslie & Co. Ltd. When 1930 - 9

UNDER DECK 3146 Owners Hadley Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book) Managers Port belonging to London

NET 2318 Surveyed Afloat or in Dry Dock? yes Name of Dock Tilbury Dry Dock Destined Voyage

Cell/Dor/Dba feet; u/E&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements) tons; FPP tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 8606 Port LONDON

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined yes, not required

Was a damage report made by anyone else? if so, by whom? Underwriters Surveyors

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated sustained through proffelled striking a submerged object at Pigeon on the 29th July, 1942, whilst on voyage from Port Harcourt to Freetown. And for S.S. No 3.

you done for damage: Vessel placed in drydock, bottom and rudders cleaned, cleaned & repainted. No damage found.

w/ S. repair, shell plate F2 from forward, port side found fractured in 4 places, fractures about 3 inches long, now need out and electrically welded.

S. R. Test: Indented bottom plating forward port and starboard sides examined. A few rivets found to be leaking, now caulked & welded up. Damage on port bilge keel examined & found to continue efficient. These damaged parts continue efficient. When above drydocking took place it was the Owners intention to carry out a

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		PRESENT CONDITION OF THE		PRESENT CONDITION OF THE		PRESENT CONDITION OF THE	
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Belt)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month	Year
Coamings	"	Cement or Asphalt	cellent	Oil Bunkers	good	Boats	good
Rivets & Fastenings	"	Rudder	good	Scuppers	"	Masts, Yards, &c.	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	By examination
" " in way of sidelights	"	Windlass	"	Hatches	ALIDS	(State if wedges removed)	"
Frames	"	Have pumps been examined and found efficient?	yes	Planking		Equipment letter	"
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	yes	Caulking		Anchors, No. of	3 B, 1 S.
Longitudinals	"	Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length	240 mean diam. 1 31/32
Decks	"	Air and Sounding Pipes	good	Transoms Pointers & Crutches		" (on board)	240 size 2
Belts	"	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Chain Locker	good
Rings	"			" " at other places		Hawsers & Warps	Sufficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	good
Have the Tanks been examined internally	yes			Saling	(State if examined.)	Sails	
Have the Tanks been tested?	yes						

General Observations, Opinion as to Class, Recommendation, &c.:— State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without 'fresh record of Survey,'" "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in our opinion, to remain as classed with fresh record of survey 10-42 and the notation S.S. LON. NO 3-10, 42, subject to shell plate F2 (p.s.f) (E.W. 10-42) being specially examined at next docking and to permanent repairs to indented bottom plating fwd (p.s) port bilge keel at first convenient opportunity

Survey Fee (per Section 29) £ 31 : 10 : - Fees applied for, 19 OCT 1942 Received by me, A. Chirkov & J. Mikulov. Surveyor to Lloyd's Register of Shipping.

Committee's Minute FR. 13 NOV 1942 Character Assigned 1000s. Carried out in bulk. Fitted for oil fuel. Subject to examination 10-42. S.S. No. 3-10-42. National Ship. Co. Ltd.



Is Certificate required? If so, to be sent to

W154-0079

